

Shipping.

FOR MELBOURNE AND SYDNEY.
The Dutch barque
"ZEPHYR,"
Capt. OOSTERUM, will have quick
despatch for the above ports.
For Freight, apply to
RUSSELL & Co.
Hongkong, December 23, 1898. tf

FOR SYDNEY (DIRECT).
The British barque
"MELROSE,"
Capt. KIDDER, will have quick
despatch for the above.
For Freight or Passage, apply to
JOHN BURD & Co.
Hongkong, December 9, 1898. tf

FOR SAN FRANCISCO.
The German barque
"ALBATROSS,"
Capt. OUKEN, will have quick
despatch for the above.
For Freight, apply to
AUGUSTINE HEARD & Co.
Hongkong, December 15, 1898. tf

FOR SAN FRANCISCO.
To follow the "Majic,"
The British ship
"GOLDEN HORN,"
Capt. ROSE, will have early
despatch for the above port.
For Freight, apply to
RUSSELL & Co.
Hongkong, December 2, 1898.

Notices to consignees.

F. M. S. S. Co. Steamer "CHINA," from
SAN FRANCISCO.
CONSIGNEE'S of Cargo by the above-
named vessel are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take im-
mediate delivery of their Goods.
Cargo impeding the discharge of the ves-
sel will be landed and stored at Consignee's
risk and expense.
GEO. F. BOWMAN,
Agent.
Hongkong, January 8, 1899. ja19

THE following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Hogely," 31st October, 1898.
VO 827. 1 case Arms.
Ex "Tigre," 6th January, 1899.
PC 850. 1 case Books.
MC 23. 1 case Watches.
LO 4. 4 cases Revolvers.
LO 55 bis. 2 cases Shell Screws.
LO 67. 2 cases Pistols.
Esposito d'Aguino. 1 case Papers.
HO & O 861/70. 10 cases Opium.
C. BERTRAND,
Principal Agent.
Hongkong, January 6, 1899.

CONSIGNERS of Cotton per S. S. "Ca-
tharine," are hereby informed
that the same will be landed and stored in
our Godown E, Marine Lot 63, at ship's
expense but shippers' risk, and delivery
may be had at any time prior to the 15th
inst., after which date Godown rent will be
charged.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, January 5, 1899. ja12

"BANDA" FROM LIVERPOOL.
The above named vessel having arrived
in Harbour, Consignees of Cargo by
her are requested to send in their Bills of
Lading to the Undersigned for counter-
signature and take immediate delivery of
their Goods.
Cargo impeding the discharge of the
vessel will be landed and stored at Con-
signee's risk and expense.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, January 2, 1899. tf

Notices of Firms.

NOTICE.
THE Interest and Responsibility of Mr
FREDERICK PEDDER in our Firm
ceases from this date.
H. D. BROWN & Co.
Amoy, December 31, 1898. apr2

MR. FRANCIS CHOMLEY is a Partner in
our Firm, which from this date will
be conducted under the name of BROWN
& Co.
H. D. BROWN & Co.
Amoy, January 1, 1899. apr2

NOTICE.
WE have this day established ourselves
at this Port as MERCHANTS AND
COMMISSION AGENTS under the firm of
KRUMMENACHER & Co.
J. KRUMMENACHER.
R. RADECKER.
Office—No. 12, Stanley Street.
Hongkong, January 1, 1899. 2fe

THE interest and responsibility of Mr
ABRAHAM DAVID EZEKIEL, in our
Firm in China, ceased on the 31st Decem-
ber last, and Mr CHARLES ELIAS SASSOON
has been admitted a partner therein from
this date.
E. D. SASSOON & Co.
Hongkong, January 1, 1899. feb

NOTICE.
MR. WILLIAM JUDSON BLYDENBURGH,
and Mr GEORGE HUBERT are admit-
ted partners in our Firm.
Mr HENRY CUTLER LOW will sign our
Firm per procuration.
SMITH ARCHER & Co.
Hongkong, January 1, 1899. ma5

NOTICE.
MR. D. O. CLARK retires from our Firm,
and Mr J. MURRAY FORBES and
Mr E. D. BARBOUS are admitted Partners
from this date.
RUSSELL & Co.
China, January 1, 1899. july2

THE interest and responsibility of Mr
GEORGE WILHELM SCHWEMANN and of
Mr RUDOLPH BRUNN in our firm ceased
on the 31st December 1898, and 31st Decem-
ber 1898 respectively.
Mr FREDERICK NISSEN and Mr HENRICH
HOPFMEYER have this day been admitted
partners in our firm at Hongkong and in
China, which now consists of Mr GEORGE
SCHWEMANN, Mr WOLFGANG NISSEN,
Mr ADOLPH JOOST, Mr FREDERICK
NISSEN and Mr HENRICH HOPFMEYER.
SLEMSSEN & Co.
Hongkong, January 1, 1899. apr2

THE interest and responsibility of Mr
RUDOLPH BRUNN in our firm ceased
on the 31st December 1898, and 31st Decem-
ber 1898 respectively.
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HOPFMEYER have this day been admitted
partners in our firm at Hongkong and in
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Mr ADOLPH JOOST, Mr FREDERICK
NISSEN and Mr HENRICH HOPFMEYER.
SLEMSSEN & Co.
Hongkong, January 1, 1899. apr2

Notices of Firms.

NOTICE.
WE have authorized Mr OLAV BUDDE
to sign our Firm from this date.
DREYER & Co.
Hongkong, January 1, 1898.

NOTICE.
THE Interest and Responsibility of Mr
WILLIAM NELSON in our Firm ceased
on the 30th June last.
Mr THOMAS P. M. WILLIAM NISSEN
O'MERTZ and Mr H. SEYMOUR GRANT are
authorized to sign our Firm in Hongkong
and China from this date.
OLYPHANT & Co.
Hongkong, October 6, 1898.

NOTICE.
I HAVE this day established myself as a
PUBLIC ACCOUNTANT, AVERAGE AD-
JUSTER and GENERAL COMMISSION AGENT.
C. LANGDON DAVIES.
Hongkong, July 1, 1898.

NOTICE.
FROM and after this date Mr GEORGE F.
BOWMAN will act as AGENT of the
Pacific Mail Steamship Company at this
Port.
S. L. PHELPS,
Agent.
Hongkong, August 16, 1897.

NOTICE.
MR. HENRY LISTON DALRYMPLE
is authorized to sign our Firm per
procuration, at Foochow from this date.
HURLEY & Co.
Hongkong, June 3, 1898.

NOTICE.
I HAVE established myself at this port as
General Commission Merchant, under
Style and Firm of GIFFORD F. PARKER
& Co.
GIFFORD FORBES PARKER.
Saigon, December 20, 1897.

I HAVE this day authorized Mr C.
LANGDON DAVIES to sign my name per
procuration to all orders for goods supplied
to the Hongkong Hotel, and I alone am
liable to pay for goods supplied upon such
orders.
I have further authorized Mr Davies to
collect all debts due to me on Hotel ac-
count, for which his receipt will be a suffi-
cient discharge.
LEE AFOONG.
Hongkong, December 1, 1898. tf

NOTICE.
MR. C. J. H. SCHROEDER, is authorized to
sign our Firm per procuration, from
this date.
SCHWABBECK & THIEL.
Saigon, November 14, 1898.

For Sale.

JUST LANDED AND FOR SALE.
SMALL Invoice of superior Calcutta
CHUTNIES, comprising:
Mango, Nobby, Mango Sliced, Luck-
now, Bengal Club, Cashmere, Bombay, In-
dian Mango Navahee.
A few dozen of CURRY POWDER,
India Treasure WAX.
J. M. ARMSTRONG,
Auctioneer and General Commission
Agent.
Commercial Bank Buildings,
Queen's Road,
Hongkong, January 6, 1899.

FOR SALE.
Handsome PIANO, by ZETTER & Co.,
London.
J. M. ARMSTRONG,
Auctioneer and General Commission
Agent.
Commercial Bank Buildings,
Queen's Road,
Hongkong, January 6, 1899. ja13

FOR SALE.
DASS'S BEER, quarts and pints.
Allopp's BEER.
Champagne ALE.
Bridg's PORTER.
Pale India STOUT.
French PATTIES.
Imperial PLUMS.
TOBACCO AND CIGARS.
SHERRY—PORT—CHAMPAGNE.
Yellow SOAP.
Toilet SETS.
TURPENTINE—Paint OIL—CANVAS
&c., &c.
A small portable PUMP, with HOSE
complete.
J. M. ARMSTRONG,
Auctioneer and General Commission
Agent.
Commercial Bank Buildings,
Queen's Road,
Hongkong, January 6, 1899.

FOR SALE.
STOVES—STOVES—STOVES.
Apply to
L. FRICKEL & Co.
Hongkong, January 2, 1899. tf

EXCURSION TO SAN CHOAN
AND BAK.
CONSECRATION OF THE CHAPEL
ERECTED OVER THE GRAVE
OF ST. FRANCIS XAVIER.
HIS ceremony of consecration will take
place on a Sunday in January, to be
named hereafter. Persons desirous of being
present thereat, will be kind enough to
leave their names with Messrs De Souza &
Co., Hollywood Road.
It is intended to charter a steamer from
Hongkong for the occasion.
By order of the Committee,
J. DE SOUZA,
Secretary.
Hongkong, December 10, 1898.

Insurance.

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
SHAREHOLDERS in the above Com-
pany are requested to furnish the Un-
dersigned with a list of Premia contributed
by them up to the 31st October last, to
afford the distribution of the 25 per cent.
Profit reserved for the Contributors to the
Company.
AUGUSTINE HEARD & Co.,
General Agents.
Hongkong, January 2, 1899. ja2

NOTICE.
MR. WILLIAM JUDSON BLYDENBURGH,
and Mr GEORGE HUBERT are admit-
ted partners in our Firm.
Mr HENRY CUTLER LOW will sign our
Firm per procuration.
SMITH ARCHER & Co.
Hongkong, January 1, 1899. ma5

THE interest and responsibility of Mr
ABRAHAM DAVID EZEKIEL, in our
Firm in China, ceased on the 31st Decem-
ber last, and Mr CHARLES ELIAS SASSOON
has been admitted a partner therein from
this date.
E. D. SASSOON & Co.
Hongkong, January 1, 1899. feb

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Firm per procuration.
SMITH ARCHER & Co.
Hongkong, January 1, 1899. ma5

Insurance.

THE HONGKONG FIRE INSURANCE
COMPANY, LIMITED.
CAPITAL 2,000,000 DOLLARS,
in 2,000 Shares of 1,000 Dollars each.

Consulting Committee:
GEORGE F. HARR, Esq.
W. M. KAYE, Esq.
R. ROWETT, Esq.
S. D. SASSOON, Esq.
K. BUXLEY, Esq.
General Managers—Messrs JARDINE,
MATTHEW & Co.
Head Office, No. 59, Queen's Road.

THE HONGKONG FIRE INSURANCE COM-
pany, which applies by effluxion of
time in a few months, having proved a
highly successful undertaking, it has been
determined by a large number of its share-
holders to form a permanent company,
under the same management and with
increased Capital.
It is proposed to register the Company
under the Limited Liability Ordinance,
and the amount of the Capital having been
fixed at Two Millions of Dollars, it is con-
sidered that Insurers will be amply secured
thereby, while at the same time each share-
holder will know the extent of his individual
liability. The capital proposed to be called
up amounts to a large sum, and provision
will be made for the creation of an ample
Reserve Fund, which will, it is expected,
in a very short time accumulate to an
amount practically to give the fullest secu-
rity both to Insurers and Insured, irrespec-
tive of the unpaid Capital.
It is intended to anticipate the termina-
tion of the Old Company, by dissolving it
from and after the 31st December next, and
measures are being taken for that purpose.
In anticipating a successful career for the
New Company, it is only necessary to pre-
sent to the public the results of the Old
Company since its establishment in May
1866, as exhibited by the following figures:
The total premiums collected
from the 11th May 1866 to the
present time, a period
of only two years and five
months, amount to.....\$304,727.72
The losses which have been
paid within the same period
have amounted to.....\$130,081.22
The amount now at the Credit
of the Working Account,
after paying all Expenses
and Reserves, to date,
exceeds.....\$160,000.00
These figures fully warrant the most
 sanguine expectations of success, and it is
but reasonable to expect that, strengthened
with larger Capital, the present undertaking
cannot fail to prove at least as successful
as the former one. The Old Company,
when it entered the field, had to create a
business for itself, but the New one, in
taking over the outstanding risks and con-
nections of the Old Company, will at once
receive a very large amount of premium,
and enter on a profitable and organized
business. Moreover, there is no doubt
that the risk of Fire in Hongkong has been
greatly diminished by the Building Regula-
tions now in force, and by the establishment
of a Fire Brigade.
The following are the main features of
the New Company:
1. A first Call of \$100, to be paid upon
each share on allotment, and a further
Call of \$100 to be paid in Six Months;
all further Calls to be determined upon
at General Meetings of the shareholders.
2. Interest at 12 per cent per annum to be
in the first instance allowed on the paid
up Capital, such interest to be repaid
half-yearly on 30th June, and 30th Decem-
ber. The profits after deducting the
said interest to be applied thus:—20 per
cent, *pro rata*, amongst such of the share-
holders as shall have contributed or in-
fluenced business to the Company, and the
remainder in forming a Reserve Fund
of \$200,000.
3. When such Reserve Fund shall have
been accumulated, the payment of In-
terest to cease, and the profits to be ap-
plied thus:—20 per cent to be distributed
as already mentioned amongst the share-
holders who shall have contributed or in-
fluenced business to the Company, 30 per cent
to the augmentation of the Reserve Fund until
it shall reach \$1,000,000, at which figure
it is to be permanently maintained; and
the remaining 50 per cent to be distrib-
uted by way of dividend amongst the
shareholders generally.
4. No shareholder to hold more than 250
shares.
5. The Company to be managed by General
Managers, with the assistance of a Con-
sulting Committee.
6. The Funds of the Company to be depos-
ited in banks or in Government Securi-
ties approved of by the Committee.
The Deed of Association may be inspected
at the Office of the General Managers, or at
the Office of Mr HENRY C. CALDWELL, the
Solicitor of the Company.
Hongkong, December 15, 1898. ja25

THE HONGKONG FIRE INSURANCE COM-
pany, which applies by effluxion of
time in a few months, having proved a
highly successful undertaking, it has been
determined by a large number of its share-
holders to form a permanent company,
under the same management and with
increased Capital.
It is proposed to register the Company
under the Limited Liability Ordinance,
and the amount of the Capital having been
fixed at Two Millions of Dollars, it is con-
sidered that Insurers will be amply secured
thereby, while at the same time each share-
holder will know the extent of his individual
liability. The capital proposed to be called
up amounts to a large sum, and provision
will be made for the creation of an ample
Reserve Fund, which will, it is expected,
in a very short time accumulate to an
amount practically to give the fullest secu-
rity both to Insurers and Insured, irrespec-
tive of the unpaid Capital.
It is intended to anticipate the termina-
tion of the Old Company, by dissolving it
from and after the 31st December next, and
measures are being taken for that purpose.
In anticipating a successful career for the
New Company, it is only necessary to pre-
sent to the public the results of the Old
Company since its establishment in May
1866, as exhibited by the following figures:
The total premiums collected
from the 11th May 1866 to the
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The amount now at the Credit
of the Working Account,
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These figures fully warrant the most
 sanguine expectations of success, and it is
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with larger Capital, the present undertaking
cannot fail to prove at least as successful
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when it entered the field, had to create a
business for itself, but the New one, in
taking over the outstanding risks and con-
nections of the Old Company, will at once
receive a very large amount of premium,
and enter on a profitable and organized
business. Moreover, there is no doubt
that the risk of Fire in Hongkong has been
greatly diminished by the Building Regula-
tions now in force, and by the establishment
of a Fire Brigade.
The following are the main features of
the New Company:
1. A first Call of \$100, to be paid upon
each share on allotment, and a further
Call of \$100 to be paid in Six Months;
all further Calls to be determined upon
at General Meetings of the shareholders.
2. Interest at 12 per cent per annum to be
in the first instance allowed on the paid
up Capital, such interest to be repaid
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cent, *pro rata*, amongst such of the share-
holders as shall have contributed or in-
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3. When such Reserve Fund shall have
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shareholders generally.
4. No shareholder to hold more than 250
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Hongkong, December 15, 1898. ja25

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amount practically to give the fullest secu-
rity both to Insurers and Insured, irrespec-
tive of the unpaid Capital.
It is intended to anticipate the termina-
tion of the Old Company, by dissolving it
from and after the 31st December next, and
measures are being taken for that purpose.
In anticipating a successful career for the
New Company, it is only necessary to pre-
sent to the public the results of the Old
Company since its establishment in May
1866, as exhibited by the following figures:
The total premiums collected
from the 11th May 1866 to the
present time, a period
of only two years and five
months, amount to.....\$304,727.72
The losses which have been
paid within the same period
have amounted to.....\$130,081.22
The amount now at the Credit
of the Working Account,
after paying all Expenses
and Reserves, to date,
exceeds.....\$160,000.00
These figures fully warrant the most
 sanguine expectations of success, and it is
but reasonable to expect that, strengthened
with larger Capital, the present undertaking
cannot fail to prove at least as successful
as the former one. The Old Company,
when it entered the field, had to create a
business for itself, but the New one, in
taking over the outstanding risks and con-
nections of the Old Company, will at once
receive a very large amount of premium,
and enter on a profitable and organized
business. Moreover, there is no doubt
that the risk of Fire in Hongkong has been
greatly diminished by the Building Regula-
tions now in force, and by the establishment
of a Fire Brigade.
The following are the main features of
the New Company:
1. A first Call of \$100, to be paid upon
each share on allotment, and a further
Call of \$100 to be paid in Six Months;
all further Calls to be determined upon
at General Meetings of the shareholders.
2. Interest at 12 per cent per annum to be
in the first instance allowed on the paid
up Capital, such interest to be repaid
half-yearly on 30th June, and 30th Decem-
ber. The profits after deducting the
said interest to be applied thus:—20 per
cent, *pro rata*, amongst such of the share-
holders as shall have contributed or in-
fluenced business to the Company, and the
remainder in forming a Reserve Fund
of \$200,000.
3. When such Reserve Fund shall have
been accumulated, the payment of In-
terest to cease, and the profits to be ap-
plied thus:—20 per cent to be distributed
as already mentioned amongst the share-
holders who shall have contributed or in-
fluenced business to the Company, 30 per cent
to the augmentation of the Reserve Fund until
it shall reach \$1,000,000, at which figure
it is to be permanently maintained; and
the remaining 50 per cent to be distrib-
uted by way of dividend amongst the
shareholders generally.
4. No shareholder to hold more than 250
shares.
5. The Company to be managed by General
Managers, with the assistance of a Con-
sulting Committee.
6. The Funds of the Company to be depos-
ited in banks or in Government Securi-
ties approved of by the Committee.
The Deed of Association may be inspected
at the Office of the General Managers, or at
the Office of Mr HENRY C. CALDWELL, the
Solicitor of the Company.
Hongkong, December 15, 1898. ja25

THE HONGKONG FIRE INSURANCE COM-
pany, which applies by effluxion of
time in a few months, having proved a
highly successful undertaking, it has been
determined by a large number of its share-
holders to form a permanent company,
under the same management and with
increased Capital.
It is proposed to register the Company
under the Limited Liability Ordinance,
and the amount of the Capital having been
fixed at Two Millions of Dollars, it is con-
sidered that Insurers will be amply secured
thereby, while at the same time each share-
holder will know the extent of his individual
liability. The capital proposed to be called
up amounts to a large sum, and provision
will be made for the creation of an ample
Reserve Fund, which will, it is expected,
in a very short time accumulate to an
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MORRIS'S DIRECTORY

for
CHINA, JAPAN, AND THE PHILIPPINES, &c., FOR 1869.

THE above Work is now in the hands of the Bookbinder and will be ready for circulation in a few days. The undersigned therefore respectfully requests that the public will not make their purchases before seeing a copy, as he is confident that for accuracy and completeness it will, by universal consent, be ranked before any other.

JOHN B. MORRIS.
Hongkong, January 11, 1869.

THE CHINA MAIL.

HONGKONG, MONDAY, JAN. 11, 1869.

THE SURVEY OF THE FLORES SEA.

THE numerous hydrographic notifications, which we from time to time publish, are sufficient evidence that the "China Sea Survey" is in energetic and able hands. It is, however, impossible to avoid feeling astonishment that, while the utmost pains are being taken to correctly re-survey the Northern portion of the route from the Spice Islands to China, its Southern division is apparently remaining almost entirely neglected. This is by no fault of Captain Reed, who is even now commencing a route which will terminate in this locality. But it will take him two or three years to accomplish it, while an addition to our limited surveying squadron would enable the work to be immediately proceeded with. We refer more especially to Flores Sea and the Ombay and Gillelo Passages, which of all others in that neighbourhood are perhaps the most familiar to outward-bound navigators. The constant accounts which have reached us, not only of the imperfect state in which the survey of those localities has been left, but of the actual misdirections which exist on the published charts, seem to call for notice, and we would specially call the attention of the Naval and Hydrographic Authorities to the matter. We have hitherto supposed that many of the complaints made have been based upon errors either in the instruments or calculations of masters of vessels; but upon the present occasion we are fortunate in obtaining an amount of overwhelming corroborative evidence as to the inaccuracy and incompleteness of the existing charts. If we consult those which navigators are presumed to be guided in their dangerous and difficult passage by the Eastern route to China, the most inexperienced eye is arrested by the numberless oases in which the letters "P. D." (signifying "Position Doubtful") make their appearance beneath the name of at least every other rocky island, shoal, bank, reef or headland. There are two charts of which the mariner can avail himself—Inlay's of 1864, and the Admiralty Chart corrected to May of the same year. It would of course be as tiresome as useless to specify one tenth of the details in which these charts become almost worse than useless to those using them. We will content ourselves by pointing out a few to demonstrate the truth of our assertion. If we compare the two charts we shall find that the principal islands are laid down in precisely the same positions in both, thus showing that if one is not a copy of the other they trace their origin to some common source, and that we believe a French survey in the last century. The bearings of the smaller rocks and islands from the headlands in their neighbourhoods are, in many cases, quite correct; yet this very accuracy but the more clearly points out the error committed in laying down the larger portion of land. Nearly the whole of the islands are six miles out in latitude, while between the well-known islands of Geby and Boro, another island to the South of it frequently sighted by outward bound vessels, the smaller islands and rocks are in several cases incorrectly shown in every particular. To take a single example: in the passage called Dutch Gut or Bolling Straits, a group of rocky islands is laid down on the right (Eastern) side of the passage, whereas they lie 3½ miles to the left. The reef or shoal off the island of Loubien extends from the land about twice the distance shown in either chart, while instead of being continuous as marked, it has from 6 to 7 fathoms water between it and the shore. We do not multiply instances for such matters have but little interest to a large majority of our readers. But in the interests of our mercantile marine we desire to draw immediate attention to the necessities of a thorough re-survey. As corroborative evidence of what we assert, we mention the names of the following vessels which have recently passed through these Straits, and by the Captains of whom similar complaints of the inaccuracy of the charts have been made, viz, the *Cissy*, *Helmes*, *Sarah*, *Nicholson*, *Brewster*, *Kate*, *Young*, and *Alida*. To Captain Spenser of the *Cissy* we are indebted for drawing our attention to the facts we have mentioned. But further enquiry has convinced us that the matter is one of general complaint.

LOCAL.

The following addition to the advertisement of the sale of the late Mr. Gaskell's property, at Mr. Armstrong's Rooms, reached us too late for insertion in its proper place:—A Double Barreled Gun, with Leather Case; Shot Belt, Shot Flask, Powder Flask, Screw Wrench, and other cleaning Traps, 1 Open Glass.

ADDITIONAL TELEGRAM.

The following telegram is one day later than those given in the *China Mail* of Saturday:—
Bombay, 10th Dec. —Colonel Theiger has been appointed Adjutant General to the Indian Army.

At the Wigan Colliery explosion 67 persons were killed and 10 injured.

The French Chamber meet on the 4th January.

In an Indian breach of promise case, *Ottie versus Grant*, the jury were unable to agree upon a verdict.

The Prince of Wales was thrown from his horse whilst hunting at Compiègne, but only slightly hurt.

The Princess Alice was confined on the 26th ultimo.

A SHANGHAI correspondent sends us the following:—By the *United Service* we learn that the cause of the vessel having grounded on the Bar at Wooning on her passage up, on Xmas-day, was the over-anxiety of her (Xmas-day) to put in an appearance at Shanghai. On arrival at the bar he hoisted *Mary's* signal "what water on the Bar" which was answered by H. M. S. *Rodney* with the signal "14 feet," and as Captain Gaine thought the flag ship "over-cautious" he ran his ship at it drawing 16 feet water and was rewarded by sticking fast till next morning at 8 A.M.—The *Princess* having your port, and the *United Service* returns in ballast to Hongkong, most probably to dock, as the weather is too frosty here just now for painting, &c.—Shanghai, Jan. 4, 1869.

We find the following paragraph in the *Hawaiian Gazette* of Nov. 11.—The *Brig China Packet*, Capt. Ziegenhuf, which sailed from Honolulu for Hongkong on the 22d of June last, with an assorted cargo valued at \$17,000 and \$9,000 in specie, was wrecked on one of the Philippine islands, and became a total loss. The crew and passengers escaped and landed in safety on the island of Luzon, near Manila. She was a most modern vessel, not over four years old, and was insured in San Francisco. The greatest part of her cargo was also insured in California Companies. There are no particulars known as to how the disaster occurred, and it is merely supposed that she was disabled and driven ashore in a typhoon.

A San Francisco correspondent of the *Hawaiian Gazette* mentions "an assertion by one who is in a position to know, that in less than a year the P. M. S. Co. will be running weekly steamers to Japan and China. It is the opinion of the writer, that the Company will eventually conclude to make Honolulu a mid-ocean coaling depot, although nothing has transpired of late, looking to such action."

TO-DAY'S POLICE.

Both Magistrates sat, and a large number of Monday cases were disposed of. The drunken list was a very long one, as follows:—

Francis Brandow, French seaman, carried to the Station in a chair, helpless; fined 50 cents.—Peter Austen, Belgian ship *Frederick*, carried to the depository of the drunken; fined 25 cents.—John Price, seaman in the *Guat*, drunk and actively refusing to pay his chair; fined 25 cents.—Thomas Carroll, of the U.S.S. *Beaumont*, drunk and incapable; fined 50 cents.—John McDermott, an unemployed Scotch engine-driver, drunk and incapable; fined 50 cents.—John Robinson, Richard Grimes, and Edward Wallace, of the U.S.S. *Piscataqua*, drunk and incapable; 50 cents fine.—John Sinclair, of steamer *American*, ditto; 50 cents of a mulct.—Martin Cunningham, late of H.M.S. *Rattler*, drunk and smashing a chair in a mischievous manner; coolie laid damage at \$2, only five times the real amount, and Mr. Goodlake gave him only 40 cents. The Inspector's valuation of the damage.—Edward Jolly, marine of *Adventure*, drunk and incapable; fined 50 cents.—Thomas Connor, of the *Westgate*, ditto, and ditto fine.—Maburike, probably of Abyssinian origin, was drunk and also disorderly; fined \$1, or 2 days' imprisonment.

James West, seaman of the *Willhelm*, who was charged with refusal of duty and violent assault upon the mate, was discharged, as no one appeared against him. Ignazio Beltrac, of Macao, boarding-house keeper; Pedro Beltrac, balli's assistant; and Joao Rozario, runner, were charged by Captain M'Murdo with having fired several shots into the residence of his house, Bonham Road. Mr. M'Murdo stated that his house was riddled with shot, and he was often annoyed in this way.—Defendants admitted the charges, and were fined \$5 each.

John Alcock, one of the men of the *Harriott*, charged with assault on the high seas, was brought up on remand to-day, and sent to hard labor for one month, with the addition of forfeiting two days' pay.

Charles Church, an unemployed American seaman, was charged with an assault upon a chair-coolie, whose chair he had upon the 8th, and refused to pay for it hired on the 8th, and he was drunk, and ever since. Church said he was drunk, and he struck the coolie yesterday because he wanted to arrest him.—Fined \$1.50, or four days' imprisonment.

J. M. V. Pignetrou, broker in Staunton Street, charged a chair-coolie on suspicion of having robbed him last night of a quantity of opium and a razor. As he had no evidence, however, prisoner was discharged.

The following are the notifications published respecting the opening of the new ports to which we referred a short time since. As will be seen in another column, Chao Chow too is already opened—
The annexed copy of a despatch from His Excellency Sir Rutherford Alcock, K. C. B., H. M. Consul at Amoy, in reference to opening of additional ports on the east coast and the establishment of landing places on Yangtze, is published for general information. A copy has been specially communicated to the Shanghai General Chamber of Commerce, and the undersigned avails himself of this opportunity to invite individual opinions on the subject from any member of the mercantile community who may feel desirous of expressing his views, or affording any information or suggestion that may be of service to Her Majesty's Minister.—W. M. MEDRUSSE, H. B. M. Consul, Shanghai, 23th December, 1868.

PERKINS, December 11th, 1868.
Sir,—In the Memorial to my address from the Merchants at Amoy, forwarded to me last year, there are two paragraphs, the one relating to the opening of an additional Port at Wenchow, and another, of much greater scope, proposing the opening "of all the principal Ports on the Coast, not as regular Treaty Ports, but as subsidiary to them."

From various other sources, opinions have been conveyed to me on the part of the Mercantile Communities in China, more or less distinctly deprecating the opening of any more ports on the coast, as likely to be productive of expense incommensurate with any advantage to be anticipated.

In this conflict of opinion among those more immediately concerned, there is room for doubt as to the course of action which would best meet the interests of British Trade. It seems desirable, therefore, before any revision of a Treaty is actually entered upon, to learn with greater certainty the views of the Mercantile Communities generally on this subject. And, as regards the "Colonialists at Amoy," I have to instruct you to ascertain more precisely what they mean by "Subsidiary Ports," and to what places on the Coast they allude?

I may as well state that, were other difficulties overcome, I have ascertained, from recent discussions with the Foreign Board at Peking, that the Chinese Government will not voluntarily consent to open any Port without stipulating for the residence of Consular Agents, and without themselves placing a Customs establishment at each place.

On the other hand, it is in contemplation to open to Foreign boats or vessels, not propelled by steam, all inland waters leading to and from any place, within the limits of any Customs district, where British Merchants may trade, in order to facilitate the transport of Foreign goods, or Foreign-owned produce; and for the better security against unauthorized or necessary obstructions and delays. Assuming such a concession to be ultimately agreed upon, it would appear that, under another name, the advantages sought by Subsidiary Ports, so far as I understand what is meant, would, in effect, be obtained. That is, a privilege which would enable Merchants settled at any Treaty Port to trade directly with all the places along the Coast, or up the rivers, in the vicinity of their own ports, and in boats of their own, which they can build large or small, according to the ascertained requirements of such local trade.

The Amoy Memorialists appear to have contemplated, in connection with the system of Subsidiary Ports which they propose, that it should be imperative on all vessels going to any of these Ports to go to and from the nearest Treaty Port, where they would deposit their papers, give bond, take out a special permit, and afterwards return to the same Treaty Port to clear out in the usual manner.

I do not see very clearly how such a system of permits and obligations could be carried out without the intervention of a Foreign Customs Establishment and a Consular Agency, one or both, at each Port of call; and it may, further, be a question whether any vessel would find it expedient and profitable to go to a Subsidiary Port which could give a full cargo, and return direct to the Treaty Port at which her papers were left.

On the Yangtze, something of the nature of Subsidiary Ports has been under consideration, so far, at least, as the erection of landing places at certain points where cargo and passengers may either be taken up or set down, would supply a means of Trade. Yochow, Ningking, Tating and Wuhu, have been pointed out as desirable places for such an experiment.

If any new Ports were to be opened on the Coast, Takushan, Taichow, Wenchow, Kipei, Shantung, and Pakhoi have been spoken of as the most eligible; but it is entirely an open question, yet, whether any or which of these shall be open, in the event of a general revision of Treaty stipulations being determined upon.

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On the other hand, it is in contemplation to open to Foreign boats or vessels, not propelled by steam, all inland waters leading to and from any place, within the limits of any Customs district, where British Merchants may trade, in order to facilitate the transport of Foreign goods, or Foreign-owned produce; and for the better security against unauthorized or necessary obstructions and delays. Assuming such a concession to be ultimately agreed upon, it would appear that, under another name, the advantages sought by Subsidiary Ports, so far as I understand what is meant, would, in effect, be obtained. That is, a privilege which would enable Merchants settled at any Treaty Port to trade directly with all the places along the Coast, or up the rivers, in the vicinity of their own ports, and in boats of their own, which they can build large or small, according to the ascertained requirements of such local trade.

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These possibilities are here referred to because they have already been under discussion, and have now been submitted to Her Majesty's Government for consideration; it would seem desirable that the Mercantile Communities in China, generally, should have a further opportunity of stating their views more specifically on points of so much importance in their bearing on the final results of any revision.

NEW PORTS.

H. B. M. Consul makes public a Peking despatch of more than usual interest. The question of opening new ports on the China coast has come up for discussion; and Sir Rutherford Alcock invites an expression of opinion from the mercantile community on the subject. The residents at Amoy, in their late memorial on the approaching treaty revision, advocated—

"The opening of all the principal ports on the coast, not as regular treaty ports, but as subsidiary to those, and under such regulations as would ensure a large increase of revenue, whilst at the same time they would prevent detriment to vested interests at treaty ports." To effect this and do away with the necessity for having expensive establishments at the subsidiary ports, we would propose that it be imperative that all vessels going to any of these ports must go from the nearest treaty port, where they could deposit their papers, give bond, take out a special permit and afterwards return to the nearest treaty port, to clear out in the usual manner."

Other opinions, however, have been conveyed to His Excellency, on the part of the mercantile communities in China, "more or less distinctly deprecating the opening of any more ports on the coast, as likely to be productive of expense incommensurate with any advantage to be anticipated." In face of these conflicting opinions, Sir Rutherford naturally feels puzzled as to what course of action will best meet the interests of British trade, and asks for expressions of opinion from individual merchants or any mercantile body in China. As a guide to deliberation, he mentions facts of much interest, regarding negotiations that have already taken place with the Chinese authorities on the matter. The ports of Takushan, south of the Shantung promontory; Taitung, on the coast of Chefoo; Kipei, Kipei, Shantung and Pakhoi on the coast of Kwantung; and Wuhu, Tating, Ningking and Yochow on the Yangtze, have been already selected as eligible places. We are aware that the opening of new ports is by no means universally sought. A reaction set in after the reckless expansion of 1861-3. Every large firm in these days built expensive wharves and kept branch establishments at each of the smaller treaty ports. Many of these collapsed with the bankruptcy of the parent firm, others have been closed, as the inflated prosperity of those halcyon days subsided.

And now a dread of extension exists, at least among the former mercantile class, the theory that it is incumbent on every Shanghai firm to found a branch at every out-port, being now exploded, no objection on the ground of expense can be logically advanced to the opening up of new points of communication. There will always be found men ready to establish Commission agencies, which will afford merchants the opportunity of availing themselves of the new facilities without the additional outlay they dread. It can hardly be questioned that the multiplication of points of contact with this vast country would tend to increase the trade, and houses already established at the large ports may well leave to younger or enterprising the task of developing new interests. The only unavoidable expense falls on the several Governments—that of Customs must extend its Customs establishment, which will repay its own cost by the revenue it collects; those of Foreign countries must establish Consulates, from which no other return accrues than the indirect benefit to the industry of their nationals—except, in the case of England, a few more \$5 Registration fees. For H. B. M. Minister says "the Chinese Government will not voluntarily consent to open any port without stipulating for the residence of Consular Agents, and without themselves placing a Customs establishment at each place." But if these Governments are willing to incur this outlay, from an enlightened desire to promote commerce, merchants can have but one wish—that means so likely to attain this end should be taken.

The way is for great facilities of communication with China. It is said with truth that we have only pierced certain points in the rind of the orange. The desire for penetrating freely into the interior, and for securing a freer transit for goods, is greater than for admission to new coast ports. But the latter concession is an unquestionable advantage, and we hope to see it obtained, though the Customs rules suggested by Amoy be impracticable.—N. C. Daily News, Dec. 31.

The Dutch brig *Aquarius*, bound from Nagasaki for this port, lost her anchors before Aliot's island. The *Sir. China* supplied her with anchors on Sunday, the 3rd Inst.

In reference to the report respecting the non-appearance of the usual light at the lightship, we have been requested by the Harbour master to publish the following Report, which is important to captains of vessels proceeding to Shanghai:—
TONGSIA LIZOT-SUR, Jan. 3rd 1869.
Since the 23rd Dec. it has been blowing a very severe Gale from the N. N. W. with snow and very hard frost, the sea also being unusually rough, causing the ship to roll and plunge in most dreadful manner.

On the 29th, the frost set in very severe, the broken water freezing as fast as it came on board until the ship was a complete mass of ice every thing on deck including our guns being frozen fast, some parts of the deck the ice being a foot thick making it next to impossible to move about the decks. Our lamp oil had been kept warm at the Galley fire until the usual time of lighting the lamps, at which time they were lighted and burned very well until 8.30 p.m. when some of them suddenly went out, the others also getting dim. We lowered them down and found the oil thick and cold, fed them again with warm oil from the stove, but it did not do any good, and we were obliged to fore up the lamps. Our Globe lamp at the main stay was kept burning by changing it every half hour. Our Fog Bell was also cleared from ice and kept constantly ringing. The flash light was also occasionally shown but the violence of the wind rendered it next to useless; the clear moonlight would also prevent it from being seen at any distance.

On the 30th, the light would not burn after 6.30 p.m. We had previously warmed oil, lamps, and lanterns, and used such other means as we could think of, but to no purpose.

From the evening of the 31st until 3 a.m. on the 1st, they were kept burning, but gradually getting dimmer until they finally went out from the same above-mentioned cause. The globe lamp and bell were kept going as before.

JAPAN.

An official notification has been sent by the Japanese Government to the Foreign Representatives, announcing by order of the Chief of the Chifodai, that Yedo and Nee-gata are to be opened for foreign trade on Friday, the 1st January 1869.

The following is the British Minister's Notification:—With reference to the Notifications issued by the Undersigned on the 28th of March and the 12th September last, informing British subjects that the opening of Yedo and Niigata had been temporarily deferred in consequence of the insecurity which then existed at those places, he has now to make known that the City and Port will be opened to British trade on the First of January next, and that he has agreed on the part of H. B. M. Government to the following modifications in Articles VIII and IX of the Arrangements for the settlement of foreigners at Yedo which were published in his Notification of November 26th 1867.

Article VIII.—In order to give due effect to the provisions of the Treaty which relate to the residence of foreigners at Yedo, unless he be an officer of a foreign government and in uniform, must be furnished with a passport from the Consular Authority of his nation at Yokohama, which must be valid by the Hanji of Kanagawa. Foreigners coming from Yokohama by land will be required to show their passports at the ferry at Kawasaki, while those coming by sea must land elsewhere than at either of the two landing places at Tanachi and Tsukiji, and must produce their passports on landing, whenever required to do so by a Japanese officer. Any foreigner, other than an officer, who is apprehended, arriving at Yedo with out a passport, may be arrested and conveyed before his Consul.

Article IX.—Foreign lighters, towboats and passage boats, and all other foreign boats, with the exception of those belonging to vessels of war, will be required on arriving off Yedo to enter by the Channel between the two forts marked with white beacons.

It being considered undesirable that Yedo should under present circumstances frequent the quarter comprised within the inner most of the City, or should proceed into the country around Yedo to the extent of the limits described in Article XI of the Arrangements aforesaid, British subjects are hereby warned that they should avoid entering the quarter named until further notice, and that they should not proceed into the country beyond the limits shown on a map which will be exhibited at H. B. M. Vice Consulate at Yedo.

John Frederic Lowder, Esq., at present H. B. M. Acting Consul for the Consular District of Osaka and Niigata, is appointed to act as H. B. M. Consul at Niigata, and William Willis, Esq., M. D., H. B. M. Vice Consul for the Consular District of Yedo and Kanagawa, will for the present be stationed at Yedo. (Signed) HARRY S. PARKES.—H. B. M.'s Envoy Extraordinary and Minister Plenipotentiary in Japan. H. B. M.'s Legation, Yokohama, December 24th, 1868.

Since the arrival of the Mikado in Yedo, things have been settling down gradually, but the reports of political movements are still so contradictory, that, although good effects are perceptible in several ways, we cannot be quite sure of the exact state of parties. The noble Aida is in Yedo, at the place of Iushin, treated as such an honourable, high-minded, chivalrous prince ought to be treated. A letter from Hako-dadi, recently printed, represented him as having committed *harakiri*; but we express doubts, and happily those doubts are justified. He is neither dead nor in disgrace. His opposition is acknowledged to have been, if not justifiable, at least pardonable, springing as it did from devotion to legitimacy as opposed to usurpation. Such is the admiration felt for the faithful and bravery of Aida, that even Satsuma is powerless to hurt him now. The princes who have been throughout the civil war fighting (perforce) on the southern side, are now at loggerheads among themselves.

Of the truth of the statement that the late Tycoon has been summoned to Yedo we are pretty sure. It is against the wish of most of the Dai-mios that Yoshiaki, or Yoshinobu as he is variously called, be restored to the ancient title and power; and foreigners would also consider this rather a retrograde movement, than otherwise. The hope is, that the new Government may be so settled that the Mikado being the one sovereign of the Empire, affairs may be carried on by ministers and some sort of parliament or congress, and that such an aim as the late Tycoon may be among the first ministers of state. It has yet to be arranged to transfer legally, all the old powers of the Tycoon to the Mikado. Although supreme in Japan the Mikado, hitherto, has simply been a kind of high priest whose only functions were to mediate between his country and the gods. He had no resources; all of the revenues of the empire being paid to the Tycoon, who allowed a certain sum, and that a very small one, for this household and retinue of the Mikado. He holds no property; he could make no law; he could order no man to be put to death, or even sanction anything of the kind; he had no army; but the Tycoon was bound to protect him and supply all his wants. Yet the occupant of the title and honours of the Mikado, is the lineal unbroken male descendant of the first Mikados of Japan—a descent coming through some two thousand years; a boat that no other sovereign in the world can make. And if any one of our distant readers should suppose that Japan has been a mere savage country, the sovereigns which may be placed on a footing with a chief of half civilized nations, they will alter their opinion when we tell them, that in this country, are mercantile firms of a standing that make the Childs, the Hoares, the Barings, and other great European houses who speak of their antiquity, mere creatures of yesterday. There is one banker in Kioto and Osaka, whose house has been in existence upwards of one thousand years, and who is a family name.

Mimbotayama. The brother of the ex-Tycoon has returned to Japan after his late tour in Europe.

(Japan Times.)
The remains of H. M. S. *Rattler* have been given the Japanese as a reward for the kindness shown to the crew of that ship. It is said that Captain Du Petit Thouars of H. I. M. S. *Dupleix* will be offered a C. B. ship for his energy and kindness in relieving the crew of that ill-fated vessel.

Captain Pasie, late of the *Salamis*, has been appointed to the *Formosa*, and left by the *Adventure* for Shanghai on the 29th ult. Captain Miller, late of the *Mercator*, takes command of the *Salamis*, vice Capt. Pasie.

Lieut. Commander Yates, U. S. N., who arrived in the *Shenandoah* on the 29th ult., took command of the U.S. gunboat *Unadilla*, vice Hatfield, who goes home.

Hakodate is in the possession of the practical Tokugawa squadron. Troops are on the march to re-take it. Yedo is perfectly quiet. Aizu and his son are prisoners there, awaiting the Mikado's sentence and there are no signs of a renewal of the civil war on the mainland. The Southern troops lately engaged are now dismissed and are on their march homeward.

STUDYING YANKEE CHARACTER.—I spent a summer in the Western State, for the purpose of studying Yankee character, and picking up such peculiarities of dialect and expression as I could, from constant communication with the "critters" themselves. In Boston I was thus invited by a countryman to visit the town in which he lived: "Wal, stranger, can't you come down our way and give us a show?" "Where do you live?" inquired I. "Oh, about half-way between this ere and Amos." "Oh, yes," said I, adopting at once the style of the countryman, "I know; where the trees grow underground, and gale weigh two hundred pounds. Where some on 'em are so fat they grow the cart-wheels with their shadow, and some on 'em are so thin you're obliged to look at 'em twice afore you can see 'em at all." "Wal, I guess you've been there," says he, saying which the countryman departed.

To obtain down from the bosom of a lake, wait till you see the bottom feather his ears.

The manner in which they weigh a hog in the States, it is said, is to put the hog in one scale, and some stones in the other, and then guess at the weight of the stone.

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Insurances.

Insurances.

LIFE ASSURANCE.

THE Undersigned have received Authority by a recent Mail to issue **LIFE POLICIES** for amounts not exceeding \$100,000 without reference to the Head Office, as was previously required by the Board.

ROB. S. WALKER & Co.,
Agents Royal Insur. Company of
HONGKONG, January 6, 1865.

NOTICE.

THE Undersigned having received extended limits from THE ROYAL INSURANCE COMPANY, are now authorised to issue Policies against FIRE as follows, viz.

On any one first-class Building, or on Goods stored therein, — in Hongkong, £60,000; in Macao, £45,000.

ROB. S. WALKER & Co.,
Agents Royal Insur. Company of Liverpool.
HONGKONG, June 17, 1864.

REDUCTION
IN THE RATES OF PREMIUM FOR
FIRE INSURANCE.

THE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to reduce the rate of Premium under certain circumstances, on **PRIVATE RESIDENCES** and on **FURNITURE** and **ERECTURES**, therein contained.

In cases of **DWELLING-HOUSES** removed from the Town, the rate of Premium will be **Three-quarters per Cent.** in place of **One per Cent.** per Annum as hitherto charged; and in cases of **Residences**, so situated, being detached or semi-detached, the rate will be further reduced to **One-half per Cent.**

The Royal's Annual Rates for FIRE INSURANCE on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz. —

Dwelling-Houses (removed from the Town) and their Contents, ½ per cent.

Other Dwelling-Houses (similarly situated) and their Contents, ½ per cent.

First Class China House and their Contents, ¼ per cent.

Other Risks as per special arrangement.

ROB. S. WALKER & Co.,
Agents Royal Insurance Company.
HONGKONG, November 9, 1866.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE.

SHARES Nos. 205, 206 and 207, have been placed in the hands of the Society for SALE. Sealed Tenders for purchase of the same, marked "Tender for Share No. " will be received until Friday, 16th January, 1869.

By order of the Board of Directors,
ROBT. WATMORE,
Secretary.

Hongkong, December 31, 1868. ja15

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned, Agents for the above Company are prepared to grant Policies against FIRE, on BUILDINGS and GOODS, at current rates.

RUSSELL & Co.
HONGKONG, February 6, 1867.

BATAVIA SEA & FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above named COMPANY are prepared to grant Policies against SEARISKS, at current rates.

RUSSELL & Co.
HONGKONG, April 1, 1865.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fecchoow and Shanghai.

In addition to the usual brokerage this Association returns to the assured of each year at the close of each current year, fifteen (15) per cent of the profits of the Company for that year divided pro rata to the amount of premium paid by each policy-holder.

RUSSELL & Co.
HONGKONG, March 2, 1867. tf.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above Insurance Company are prepared to grant Policies covering Marine Risks, at the current rates.

RUSSELL & Co.
HONGKONG, July 6, 1866.

SAMARANANG SEA AND FIRE INSURANCE COMPANY OF SAMARANANG.

THE Undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering Marine Risks at the current Rates.

RAYNAL & Co.
MACAO, August 4, 1866.

DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant Policies against SEA RISKS on the usual terms.

SLEMSSEN & Co.
HONGKONG, August 1866.

NOTICE.

NORTHERN ASSURANCE COMPANY.

PROM and after this date the following Rates will be charged for Short Period Insurances:—

Under exceeding one month,	1/2 of the Annual rate,
Under one month and not exceeding 3 months,	3/4 " " "
Under 3 months and not exceeding 6 months,	3/4 " " "
Under 6 months,	the full annual rate,

TURNER & Co.

Miscellaneous.

CHARLES A. SAINT has on sale
Score BOOKS
FOR RIFLE PRACTICE,
as used at the WIMBLEDON RIFLE
MEETINGS.
CONTAINING—
LIST OF OFFICE BEARERS, PRESIDENT AND
COMMITTEE, LIST OF MEMBERS, RULES
OF THE ASSOCIATION, BYE-LAWS, INSTRUCTIONS
FOR REGISTERED KEEPER, AND TARGET
REGISTERS.
PRICE, 50 cents each.
Suitable for the waistcoat pocket.

THE
CHINESE COMMERCIAL
GUIDE.

BY B. WELLS WILLIAMS, LL.D.
Published at the "CHINA MAIL" Office,
Hongkong.

638 pp. DEMY 8vo. WITH APPENDIX.
FIFTH EDITION, 1893.
Price, \$5.
Original Publishing Price, Ten Dollars.

The following is an Abstract of the Contents of this Book:—

CHAP. I.—SEC. 1 TO 4.
Four Treaties with China.
1.—Treaty with Great Britain.
Chinese Text of the same.
2.—Treaty with the United States.
3.—Treaty with France.
4.—Treaty with Russia.
Supplementary Treaty with Russia.

CHAP. II.—SEC. 1 TO 5.
Articles of Trade with China.
1.—Tariff on Articles of Import.
2.—Tariff on Articles of Export.
3.—Rules respecting Trade and Dues.
Chinese Text of the same.
4.—Description of Articles of Import.
5.—Description of Articles of Export.

CHAP. III.—SEC. 1 TO 14.
Foreign Commerce with China.
1.—Port of Canton.
2.—Port of Cheuchau or Swatow.
3.—Port of Kiangnan in Hunan.
4.—Port of Amoy.
5.—Port of Foochow.
6.—Ports of Tamsui and Taiwan in Formosa.
7.—Port of Ningpo.
8.—Port of Shanghai.
9.—Ports on the Yangtze and Trade in the Interior.
10.—Port of Tientsin.
11.—Port of Newchwang or Yangtze.
12.—Colony of Hongkong.
13.—Colony of Macao.

CHAP. IV.—SEC. 1 TO 5.
Foreign Commerce with Japan.
1.—Intercourse with Japan.
2.—Treaty between Great Britain and Japan.
3.—Ports open to Foreign Commerce.
Nagasaki.
Kagawara and Hakodadi.
4.—Japanese Coins, Weights and Measures.
5.—American Compact with Lewohewe.

CHAP. V.—SEC. 1 TO 7.
Money, Weights, &c., in China.
1.—Chinese Currency.
2.—Chinese Numerals.
3.—Chinese Commercial Weights.
4.—Measures of Capacity.
5.—Measures of Length.
6.—Chinese Land Measures.
7.—Chinese Divisions of Time.

CHAP. VI.—SEC. 1 TO 11.
Western Money, Weights, &c.
1.—Annamese Money, &c.
2.—Port of Saigon.
3.—Treaty with Siam, Tariff, &c.
Siamese Money, Weights, &c.
4.—Netherlands India.
5.—Philippine Islands.
6.—Sailing Directions for Panay I.
7.—Malayan States—Singapore, &c.
8.—Burmese Money, Weights, &c.
9.—Indian Presidencies—Bengal, Madras, Bombay.

10.—Ceylon.
11.—English and French Weights, &c.
12.—United States of America.

CHAP. VII.—SEC. 1 TO 6.
Tables on Prices, Exchanges, &c.
1.—Comparison of Prices.
2.—Relating to Exchanges.
3.—Relating to Time.
4.—Comparison of Weights.
5.—Measurement of Cargo.
6.—Bullion Operations.

APPENDIX.—Containing Sailing Directions for the Coast of China, and for the Japan Islands; also giving the meanings of Chinese Words occurring in Charts and Sailing Directions; and also a Table of Positions of places on the Chinese and Japanese Coasts.
The author in his Preface says:—"The tables in Chap. VII., for estimating prices, measurement of goods, exchanges, &c., have been selected from those constantly in use among the foreign merchants in China. Those for calculating the prices of tea in dollars or pence have been copied from the more extended tables, by the kind permission of the author, P. Loureiro, Esq. The last section of the same chapter on "Movements in Bullion," has been prepared and furnished for the Guide by Patrick R. Harper, Esq., of the Commercial Bank of India at Hongkong, who has had much experience in the exchanges and movements of the precious metals in Eastern Asia.
"The Appendix of Sailing Directions has been reprinted from the 'China Pilot.' With short interruptions, the coasts from Singapore to Hakodadi are all described in it; and for the Chinese coasts, the Directions have been improved by the insertion of the Chinese characters for the names of all places that could be ascertained."

Orders may be sent through any of the China Mail Agents, or direct to
CHARLES A. SAINT,
(Late A. Shortland & Co.)
China Mail Office, Jan. 6, 1899.

Chinese Advertisements.

白告梳燕
司公險保布啟味亞
或癸倫華常第保司者
癸亥嶼新壹等號保者
年八支波其駛本末
月廿交加銀等之司
六日利填風公
此吉項船事
聲打可在輪理
明望在保
買中照單亞
公布刺
司公

冷夜校
銀投色洋司在六於末
七現洋約貨下日唐士
七銀布什倉環十二包
元交包有環十二刺
出包水灘點月公
鷹出原漬公鐘計司

Miscellaneous.

WASHING BOOKS
in English and Chinese.
W. ASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office—Price, \$1 each.
"China Mail" Office.

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Price,.....\$1.

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ASSOCIATION.
ON sale by CHARLES A. SAINT.
Aiming Drill Cards.
(COLORED.)
PRICE 50 cents.

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.
CHINA & JAPAN PORTS—			
NINGPO	Mobil	N.G. bk	Bourjau, Hubener & Co
Do.	Batavia*	N.G. bk	Wm. Pustau & Co
TIEN-TSIN	Johanna*	N.G. bk	E. Schellhass & Co
YOKOHAMA	Thales	Br. str.	Camajee & Co
OTHER PORTS—			
NEW YORK	Glendover*	Br. bk.	Russell & Co
Do.	Magnet	Br. sh.	Olyphant & Co
SAN FRANCISCO	Golden Horn	Br. sh.	Russell & Co
Do.	Albatross	N.G. bk	A. Heard & Co
Do.	Pekin	Am. bk.	Olyphant & Co
MELBOURNE & SYDNEY	Douglas	Br. sh.	Bosman & Co
Do.	Lytleton	Br. sh.	Olyphant & Co
Do.	Travancore	Br. sh.	P. & O. Co.
COALCUTTA, &c. (Mails)	C. Apear	Br. str.	Gibb, Livingston & Co
Do.	American	Br. str.	Jardine, Matheson & Co
BANGKOK	Whitehall	Br. sh.	Holliday, Wise & Co
SAIGON	O. Empress	Br. sh.	Grun & Co
SURINAM	Omba	Br. sh.	John Burd & Co
Do.	Veritas	Br. sh.	Turner & Co
HAVANA	Vistula	Ru. sh.	Landstein & Co

*At Whampoa.

†At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	Captain.
Adventure	British	steamer	2 1734	Hy. J. Raby, V.C. Capt.
Algerine	British	gun-boat	3 299	H. R. C. Gray, R.N., Lieut.
Aroostook	U. States	gun-boat	— 607	Bradford
Bonnet	British	gun-boat	3 230	Rodney Lloyd, Lt. C.
Drake	British	gun-boat	3 230	In ordinary.
Flamer	British	naval hospital	— 230	Attached to Malville
Grasshopper	British	gun-boat	3 230	In ordinary.
Hardy	British	gun-boat	3 230	In ordinary.
Leven	British	gun-vessel	3 300	Orford S. Cameron Lt. Comr.
Meanees	British	Military Hospital	— 2591	Hospital ship
Malville	British	naval hospital	—	Geo. B. Hill, D.L.O.
Princess Charlotte	British	receiving ship	14 2443	Commodore Oliver J. Jones
Piscataqua	U. States	steam-sloop	— 3177	Ammon
Salamis	British	steamer	— 840	Miller
Sylvia	British	steamer	—	
Unadilla	U. States	gun-boat	5 580	A. Yates, Lieut. Comr.
CHINESE GUN-VESSELS IN CANTON WATERS.				
An-lan	Chinese	gun-vessel	7 221	Godard
Chen-to	Chinese	gun-vessel	7 221	Edwards
Ching-tai	Chinese	gun-boat	4	Dezard
Chin-hai	Chinese	gun-boat	6	Duine
Fai-long	Chinese	gun-boat	5	Francis
Fai-long	Chinese	Customs' Lorchs	3	Pointer
Sai-tai	Chinese	gun-boat	5	180 Stewart
Tien-po	Chinese	gun-boat	6	de Longueville

HONGKONG, MACAO AND CANTON

RIVER STEAMERS.

Vessel.	Flag.	Tons.	Captain.	Owners or Agents.
Dragon	British	117	Stephenson	P. & O. S. N. Co
Pauze, (110 h. power)	Do.	117	Stephenson	H. & W. Dock Company's Tug
Fira Dart	Do.	380		H. & W. Dock Company's Tug
Kim Shan	Do.	456	Benning	H. & W. Dock Company's Tug
Kim Kiang*	Do.	617		H. & W. Dock Company's Tug
Lintin	Do.	66	Benning	Achoong
Little Orphan	Do.	40		Union Dock Company's Tug
Poyang	Do.	379	Cary	H. & W. Dock Company's Tug
Prince Albert	Do.	180		Q. Ahoong
Sir J. Jeejeebhoy	Do.	101		Q. Ahoong
Spark	Amer.	140	Wilson	Thomas Hunt & Co
White Cloud	British	280	Carroll	H. & W. Dock Company's Tug

*Repairing at Hongkong.

RECEIVING SHIPS & HULKS.

Name.	Flag.	Rig.	Tons.	Captain.	Owners.
Chase	P. M.	slip	283	Mason	Harbour Master (Gunpowder)
Fort William	British	barque	1000	Townsend	P. & O. S. N. Co
John Adam	British	barque	318	Dennis Daly	Water Police
Kim Joo Hong	"	"	283		

SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

C. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
1898-99.							
STEAMERS							
American	E Baker	Brit. str.	1831	Dec. 26	Jardine, Matheson & Co	Calcutta, &c.	13th, 2 p.m.
Cadiz	W C Edmond	Brit. str.	816	Dec. 4	P. & O. S. N. Co	East Coast	
Catharine Apear	W C Swanson	Brit. str.	1020	January 2	Gibb, Livingston & Co	Calcutta, &c.	13th, 2 p.m.
China	W Warsaw	Amer. str.	3836	January 8	Pacific Mail S. S. Co	Yma & S. F. Cisco	
Clan Alpine	E Hutchison	Brit. bk.	534	January 9	Jardine, Matheson & Co		
Earl King	W Pinol	Brit. str.	1044	January 8	A. Heard & Co	Shanghai	
Kwang Tung	W Pitman	Brit. str.	498	January 9	Douglas Laprak & Co	East Coast	
Ottawa	W Eyre	Brit. str.	1274	January 9	P. & O. S. N. Co		
Phase	W Hinton	Fch. str.	780	Dec. 26	Messageries Imperiales		
Thales	W Roskell	Brit. str.	778	Dec. 26	Canahjee & Co	Yokohama	
Tigre	W Bollewe	Fch. str.	1700	Dec. 31	Messageries Imperiales		
Travancore	W Eastley	Brit. str.	1158	January 7	P. & O. S. N. Co	Bombay, &c.	12th, 9 a.m.
Venus	W Cumming	Amer. str.	877	August 30	A. Heard & Co		
Viscount Canning	W Godlieb	Siam. str.	551	Dec. 29	Yuen Fat Hong	S'gon & B'kok	
Yung-hai-an	W Morrison	Russ. str.	447	October 19	Landstein & Co		
SAILING VESSELS							
Albatross	W Clausen	N. Ger. bk.	440	Dec. 27	Bourjau, Hubener & Co	Toron	Immediate
Albatross	W Onken	N. Ger. bk.	650	Dec. 12	A. Heard & Co	San Francisco	
Alida	W Sammann	N. Ger. bk.	290	Dec. 26	Siemens & Co		
Alida	W Torn	Dan. bg.	250	Dec. 4	Melchers & Co		
Allendale	W Gray	Brit. bk.	450	Dec. 13	Arnhold, Karberg & Co	Yokohama	
Amazona	W Ballestedt	N. Ger. bg.	218	January 1	E. Schellhass & Co	Tientsin	
Apphia	W Youll	Brit. str.	941	January 9	Order		
Aurora	E Lessing	Brit. bg.	227	Dec. 28	Jardine, Matheson & Co	Sydney	
Banda	W Lamont	Brit. sh.	431	January 2	Holliday, Wise & Co	Bangkok	
Bertha	W Boutes	Fch. bk.	298	January 4	Landstein & Co		
Blainmore	W Gargell	Brit. bg.	223	January 1	E. Schellhass & Co	Yokohama	
Callao	E Lavarello	Salv. sh.	1440	Nov. 17	Jardine, Matheson & Co		
Celestial Queen	W Watt	Brit. sh.	843	Dec. 30	Holliday, Wise & Co	Saigon	
Chine and Havane	E Robert	Fch. bk.	715	Nov. 14	Order		
Chrysos	E Cowie	Brit. bk.	477	Dec. 20	Arnhold, Karberg & Co		
Chey	W Spencer	Brit. sh.	649	Dec. 26	Bourne Company		
Comet	W Schouvor	Siam. sh.	507	Dec. 22	Chinese		
Contest	W Reynolds	Siam. bk.	390	Nov. 20	Chinese		
Coburnstone	W Peterson	Brit. bk.	357	Dec. 31	Arnhold, Karberg & Co	Yokohama	
Costa Rica	W Maullin	Brit. bk.	299	Dec. 31	A. G. Hogg & Co		
Cutty sark	W Maran	Siam. bk.	475	Dec. 20	Chinese		
Dart	W Stuart	Amer. sch.	80	Dec. 12	A. Heard & Co		
Deutschland	W Seemann	N. Ger. sh.	750	Dec. 22	Siemens & Co	San Francisco	put back
Douglass	W Morrison	Brit. sh.	540	Nov. 25	Bosman & Co		
Edouard & Marie	W Tas	Dut. bk.	664	January 7	Siemens & Co		
Eleanor Ward	W Grave	Brit. bk.	263	January 9	Order		
Ellen	W Windsor	Brit. sh.	631	Dec. 20	Olyphant & Co		
Ercella	W Vicente	Span. bk.	400	Dec. 24	Order		
Eak	W Nobbs	Brit. bk.	404	Dec. 11	Russell & Co	Bombay	
Evening Star	W Young	Siam. bk.	414	Dec. 9	Chinese		
F. A. Palmer	W McCaslin	Brit. sh.	1626	January 3	Pacific Mail Steamship Co		
Ferdinand	W Meyer	N. Ger. bk.	473	Dec. 29	Wm. Pustau & Co		
Frederic	W Nichols	Belg. sh.	803	January 6	Bourne Company		
Friedrich	K Tuten	N. Ger. bg.	233	Dec. 14	Bourjau, Hubener & Co		
Friendship	W Klindt	Siam. bk.	430	Nov. 20	Chinese		
Gertrude	W Dewar	Brit. sh.	606	January 5	Jardine, Matheson & Co		
Gesene Brons	E Groenwold	N. Ger. bk.	400	Dec. 4	Wm. Pustau & Co	Callao	Early
Golden Horn	E Rice	Brit. sh.	1140	October 20	Russell & Co	San Francisco	
Gravina	W Barcelo	Span. bg.	220	Dec. 22	Remedios & Co		
Handy	W Hanson	Siam. sh.	543	Nov. 22	Chinese		
Harriet Erving	E Suttor	Amer. sh.	668	Dec. 26	Jardine, Matheson & Co		
Isles of the South	W Davidson	Brit. sh.	821	Dec. 31	John Burd & Co		
Jeanne & Joseph	W Castro	Fch. bg.	138	January 7	Arnhold, Karberg & Co	Marseilles	
Joachim Christian	W Reimer	N. Ger. bk.	427	Dec. 10	Wm. Pustau & Co	Yokohama	
Kalimans	W Kohn	N. Ger. bk.	360	Dec. 20	Wm. Pustau & Co		
Latona	E Williams	Brit. bk.	298	Dec. 7	Arnhold Karberg & Co	Yokohama	
Leon Fa	W Collinson	Brit. bk.	288	October 30	Order		
Lucky	W Loop	Siam. bk.	429	Dec. 4	Chinese	Melbourne and Sydney	
Lytleton	W Beck	Brit. sh.	588	Dec. 12	Olyphant & Co		
Macao	E Marales	Salv. sh.	297	Nov. 27	Jardine, Matheson & Co		
Madras	W Wupper	N. Ger. bk.	299	Dec. 29	Siemens & Co		
Maggie	E Bowman	Brit. sch.	222	Nov. 28	Wm. Pustau & Co	Freight or Charter	
Magnet	W Crosby	Brit. sh.	679	Dec. 18	Olyphant & Co	New York	
Martha	E Haje	N. Ger. bk.	221	Nov. 29	Melchers & Co		put back
Milton	W Smith	Brit. sh.	1254	Dec. 1	Blackhead & Co		
Mobil	W Bang	N. Ger. bk.	360	Dec. 29	Bourjau, Rubener & Co	Ningpo	
Nellie Chapin	W Wass	Amer. bk.	566	January 7	A. Heard & Co		
Nelly	K Paitbont	Fch. sh.	779	Dec. 21	Order		
Neu Granada	W Bower	N. Ger. bk.	350	January 6	E. Schellhass & Co		
Norma	W Pohl	N. Ger. bk.	339	January 2	Siemens & Co		
Nuevo Constante	W Fabie	Span. bg.	208	Dec. 16	Remedios & Co		
Ocean	E Nurynes	Fch. bk.	528	Nov. 5	Russell & Co		
Ocean Empress	W McDonald	Brit. sh.	1087	January 7	Grun & Co	Saigon	
Odense	K Boyesen	Dan. sch.	246	Dec. 23	John Burd & Co	Tientsin	
Omba	W Thomson	Brit. sh.	836	October 5	John Burd & Co		
Omar Pasha	W Mayer	Brit. bk.	350	Dec. 14	Chinese		
Oscar Vidal	W Benz	N. Ger. bk.	252	Dec. 27	Siemens & Co		
Pekin	W Seymour	Amer. bk.	596	Dec. 3	Olyphant & Co	San Francisco	Early
Princess Seraphi	W Koford	Siam. bk.	454	Nov. 16	Chinese		
Red Deer	W Spence	Brit. sh.	694	Dec. 19	Gilman & Co	Bangkok	
Rodrigo	W Penello	Span. bg.	187	January 8	Chinese		
Royal Saxon	W Knight	Brit. sh.	799	January 8	Russell & Co		
Sea Serpent	W White	Amer. sh.	974	January 6	Russell & Co		
Serpent	W Carnell	Brit. bg.	303	January 9	Wm. Pustau & Co		
Shirley	W Ferguson	Amer. sh.	1049	Dec. 31	A. Heard & Co		
Sirene	W Clason	N. Ger. bk.	234	Dec. 12	Bourjau, Hubener & Co	Manila	
Tay Watt	W Moyr	Siam. bk.	640	Dec. 22	Chinese		
Thomas Edward	W Gruzelier	Brit. bg.	165	January 3	A. G. Hogg & Co		
Veritas	W Ingram	Brit. sh.	632	October 17	Turner & Co	Surinam	Early
Vision	W Cummins	Brit. bg.	159	Dec. 17	Hogg & Co		
Vistula	W Burkitt	Russ. sh.	635	Nov. 2	Landstein & Co	Havana	
Wanja	W Gunnir	N. Ger. bg.	245	January 7	Siemens & Co	Yokohama	
Wilhelm	W Ulrich	N. Ger. bk.	230	January 5	Melchers & Co		
Whitehall	W March	Brit. sh.	936	Nov. 22	Holliday, Wise & Co	Bangkok	
Ysabelita y 6 Hermanos W Franvya		Span. bk.	548	January 7	Chinese		
Zephyr	E Oostrom	Dut. bk.	490	Dec. 4	Russell & Co	Melbourne and Sydney	